Our Albany Corresponder Party Lines Broken Up-No Union Against the

Temperance Condidate for Governor-Leading Posticians Opposed to Maine Law-U. S. Senator First to be Disposed Of-Candidates for Congress-The Soft Nomination a Probable Ruse-Knew Nothings Galling Strength-No Coercion on the Canals - Seymour's Bid for Catholic Votes,

Freedom in thought and word, perfect independence in action relative to point al matters and the choice of candidates, prevails in the region hereabouts in a most commendable degree. Party collars and pa ty screws are useless now. Toe manufa ture of those recently indispensable articles is entirely suspended, and the dictators who would use them now are destitute of employment. Men have arisen above the dogged submission to leadership, expediency or availability. They—especially the non-office seeking masses—boldly declare their preference for men up for public stations, irrespective of former political associations.

The only activity displayed is amongst those who

are fighting for or against the prohibitory liquor law. Its friends are united upon Clark for Governor, but the opponents are divided between Seymoor, Brosson and Ullman. If it were possible to unite upon either of the three latter candidates, and present a united vote, it is evident the anti-prohibitionists would largely prevail. But by remaining disunited and disjointed, there is a possibility that Clark may be elected, though one hundred thousand votes be against him and his Maine law in the State. Neither the leading whigs nor the leading dom :-

Clark may be elected, though one hundred theusand votes be against him and his Maine law in the State. Neither the leading whigs nor the leading demorats have any idea of allowing the Maine law to come before Clark, it elected, for his approval. It will be asved off in the Legislature until the question of United States Senator shall be disposed of. Already, the whigs are affering to sell Clark for Seward members to tree House of Assembly. They stand ready to sacrifice Clark, little Raymond, a.e., there exite State and Congressional candidates, in exchange for members of Assembly. This scheme has been adopted, and will be carried out thever, Assembly district. Wherever a hard or root democrat, or Know Nothing, can be found riting to vote for a Sward member, the exchange will be ready made. They are ready to throw ov. boord every other nomines, proving the House can be carried for Sewa d. The game ist list to play adjointy on the tem errance question, rendering it, as last year, a quasi support. But it will not be finally disposed of, but be kept vanillating between the two houses, or reposing with a committee, until the Senatorial question shall be disposed of. Then the whig papers, and the leaders in and out of the Legislature, will conte out and oppose the passage of the Maine law, and effectually carry their project through. With all the excitement now existing throughout the State, there is much less prospect of the passage of a prinitiory liquor law than it ere was fively months since.

Our candidates for Congress in this district are now up before the public eye. There are three—David Hamilton, for the bard democrate, and said to be opposed to Pierce, Marcy and the administration, it ough the keeneyed ones think the hunkers have again been sold; Samuel Dixon, for the whigs quite unitedly, as he has been a stereotyped candidate long before anti-rentain sent its ignoramus, or the money of Schoolersft hoisted him into Congress. Dixon will get the whig strength, as the Saward convention which nominated him ve

lecd. It is more than highed, moreover, that the latter

It is more than hinted, moreover, that the latter nomination was only tendered to Mr. Pruyn with the perfect understarding that he would decline, and have the coast case for Hamilton; but should it leak out that the latter was cognizant of such an understarding, or was privy to any such arrange ment, the Turkers will unbesitatingly place him upon the same train with Peckham, destined for the shelttien camp.

The emity with which the Know Knothings are assailed, and the vindictiveness of both whig and democratic men and papers against them, have largely increased their numbers within the last thirty days. It is now certain that the vote for Mr. Ullman will not fall short of one hur dred thousand. As the Catholics have made the issue, and declared for Seymour, so the Protestants of foreign birth are arrayed in line for Ullman. It may be singular to learn that the Know Nothing candidates will receive the votes of naturalized foreigners, but it is nevertheless true. And it is because the Catholics are banded together on one side, that the sons of Orangemen, and those of their faith, will vote in direct capposition.

of their faith, will vote in direct opposition.

Henetofore the power of the Canal Board was ominy-stent upon the canals. That power, from tide water to the lakes, and upon the laseral canals, was immense, and the party in power could control thousands of votes through collectors, superintendents, lock tenders, &c. But now matters are entirely different. The laborers on the canals show an independent spirit which is uncontrolable, and the whig party, although having the canal patronage in their hands, will not receive a single vote more than legitimately belongs to it. When Seymour entertained the Nuncio at the executive mansion, decorated, in his pontificial robes of ecclesiastical authority, he succeeded in making a higher and more effectual hid for Catholi; votes than ever William H. Seward did, with all his speeches at St. Patrick suppers, distributing addresses in pews, or attending mass in cathedrais, or scaling Thurlow Weed across the ocean in company with Archbishop Hughes.

That the ultra advocates of a prohibitery liquor law are preparing themselves for another context in the next Legislature, is evident from the fact that they are engaged in nominating the most intemperate advocates of the law for members of the next House of Assembly. De Witt Littlejohn, of owego, and George W. Sterling, of Dutchess, have already been put for ward for re-election. They were two of the most prominent leaders in the last itouse; their infinence in debate, their persuasion in private argument, and their activity and importunity everywhere, contributed greatly to the passage of the bill during the late session. Both are men who would not allow the least modification of the bill very high the senders of the passage of the bill were for the beate, their persuasion in private argument, and their activity and importunity everywhere, contributed greatly to the passage of the bill were for the benefit of one of the political Maine law prohibitory laws of the passage of the bill were for the benefit of one of the political man

as the question has been as household words all over the State during the last ten months. There need be no cause of irritation, grambling, fault-finding or crimination if the rext Legislature adapt the vetord act of last year, and it becomes approved by excadity sanction.

The temperance men, as they style themselves, are d termined not again to be cheated out of the choice of their own Speaker. Mr. Littlejohn was their car didate at the last session, and they had the strength to elect him; but they were mysteriously defeared by the magic influence of political agency. He will be on the course again, and though a firm and decided silver gray, it is hardly possible that the Seward section will venture again to enter upon a crusade to defeat him.

Reply to Dr. Cheever's Sermon on the Arette.

TO THE EDITOR OF THE HERALD.

In your paper of last Monday (16th) there is a teport of a sermon preathed by the Rev. Dr. Cheever, the day before, on the subject of the loss of the Arctic. The Doctor used the following lan-guage:—" There is a lesson here in regard to the importance of having our common laborers of society, ergineers, firemen, and seamen, educated in the fear of God—taught their responsibility to him. It so happens," continues the Rev. speaker, "that many of this class get their education at the public schools, so that, if the Bible and its religion be not in some way taught there, they know nothing at all about it," Ac. Now there are two points in the preceding quotation to which I wish particularly to take exception. First, it is very unjust to class the about it, "Ac. Now there are two points in the preceding quotation to which I wish particularly to
take exception. First, it is very unjust to class the
engineers of our steam merchant service with "common laborers," either in point of intelligence, education, manners, or the position they hold in society. All citizens, it is true, are politically, and in
the eye of the law, equal; but the conditions adverted to above, intelligence, education, manners,
Ac. always have created, and always will create
oist actions which all the reasoning of theoretical
equality cannot get rid of. The larger number of
our ergineers are men of superior intelligence; the
vary nature of their oursuits is such, that to stand
high in their profession, they must of necessity be
see. I, sir, am an engineer, and feel proud of my
profession. There is not another class of men in
this community who are so often called on to act in
cases of the most urgent necessity; and I sould cite
numbers who, in the most trying times, have been
equal to the emergency, and whose education, interligence, and deportment suit them well for the
refluence its of p vixel life. And what if they did
get their education at the publits schools? Have not
some of the most distinguisted men of our country
done the same? And does the pinus Doctor presume that because religious instruction is not
a part of the discipline of that noble institution
(which, as the keystone to the arch of our liberties,
I bumbly trust the Almighty may presserve to us
forever), the religious culture of the pupil is neglected at home, and the family shrine abolished? Does
he suppose that because we are engineers, a pious
father's counsels pass unbeeded, or a devoted
mother's aimonitions and appeals are made in vain?
No, no, such a conclusion is a fallacy. Alas! alas!
that dwilling in magnificent tabernscles should so
warp the judgment and distort the vision. Let us
hope that Dr. Cheever has, by implication,
assumed that the crew—firemen, waiters, &c., saved
from the Arctic—were

Classification of engineers.

New York, Oct. 19, 1854.

Death of a Good Man.

[From the Lexington (Ky.) Statesman.]

On yesterday morning, 12th icstant, Rev. London Fatrill, a colored man, died in this city, suddenly, from a disease of the heart. The deceased, at the time of his death, was pastor of the first Baptist Church of colored persons, in this city, and had labored in that capacity, with great zeal and much apparent profit to the cause of religion, for many years. He was a meek, earnest, consistent and devout follower of Christ, and preacher of His word; at dhad been so for about forty years; being, at the time of his death, in the sixty fifth year of his age. London Ferrill was born in Viginia, a slave; but after his conversion obtained his freedom. He removed from Virginia to Lexington over thirty years since; and by his habors in the ministry has built up one of the largest congregations, we presume, in the United States. His communicants numbe ed, a short time since, eighteen hundred and twenty; all, or most of whom, joined his church under his preaching.

The consistency of his conduct, and his intelligent comprehension of the scriptures attracted the attention of the Baptist church in this city, a few years after he came to Kentucky, and he was regularly ordained to preach the gapel. During his ministry, from first to last, he baptized upwards of five thousand persons. But he rests from his labors, and his works do follow him. He had justly acquired an immense influence with prudence, and for the furtherance of good morals and religion. It will be difficult to supply his place. The branch of the church in which he ministered has sustained, in him, a great loss, and a loss which will be severely felt by the colored people. He has gone to meet his reward; and that reward is such as awaits the good man.

The Kenucky Yeoman estimates the number of persons at his funeral procession at from 1,500 to 2,000.

The Rumored Prize Fight.

TOM HYEB AGAINST PAT M'GOWN FOR \$3,000.

[From the St. Louis Demecrat, Oct. 25.]

A day or two since, in the Cincinnati papers that reached us by mail, we saw a statement that the celebrated pugilist, Tom Hyer, had arrived in that place, and that the object of his visit was to contest in a boxing ring with one Patrick McGowan, of St. Louis, for a prize of \$3,000, the place of meeting to be somewhere between the cities of New York and St. Louis. This very exciting, but exceedingly indefinite bit of news, has occasioned quite a talk in our city, and many inqui ies have been made as to the identity of Pat McGowan. We believe the story is generally discredited, but we are enabled to give that information to our readers this morning, which will make the affair no joke.

Patrick McGowan, now living in our State, is an Irishman by birth, and has I ved in this country since the year 1846. He worked as a drayman for some time in the city of New York, and from thence removed to the State of Michigan, where he was a laborer on the Central Michigan Railroad. He left Michigan, came to Chicago, and again resumed his occupation of draying. But a month or two since he came to St. Louis, and having nothing to engage him, was compelled to seek work out on the Pacific Railroad, where he is at this date still laboring.

From a man who has seen him, we learn that he

From a man who has seen him, we learn that he is of a herculean build, over six feet bigh, has a head of thick sandy hair, and a broad good natured

is of a herculean build, over six feet high, has a head of thick sandy bair, and a broad good natured face.

His extraordinary spa ring powers secured him a notoriety in New York, and doubtless his friends there have arranged the match and made the bet against Hyer.

The report that the fight was to come off somewhere between New York and St. Louis was put forth in its indefinite abape for the purpose of cluding too great a publicity for the match. We are now assured by an individual, in whom we have every reason to place confidence, that the day of the match is set for next Friday. Hyer and his friends are expected here to night on the Alton packet. On the day appointed the parties will proceed arross the river to a spot which has been agreed upon. The match is to come off at 4 ciclock P. M. The rounds are limited to eighty. Four judges, two from each party, are to decide who has won the stakes.

This indeed promises to be a serious matter. If within the province of the duties of our police, we think all efforts should be made to prevent this bloody collision. We hope none of our citizens will encourage the affair by their presence; yet we know too well the popular taste to hope against the crowds that will be flocking across the river to witness the combat.

Important Land Office Instructions.—The

IMPORTANT LAND OFFICE INSTRUCTIONS.—The Alton (III.) Telegrapic says:—Since the land office at Edwardsville has been opened for land entries, under the graduation law, a question of considerable importance has arisen as to the capacity of minors to purchase lands. Owing to objections raised by W. A. J. Sparks, Esq., the Receiver, applications for land made by such persons were in all cases do nied or left incomplete until proper instructions in the matter could be obtained from Washington. We are informed by Mr. Sparks that these instructions reached Edwardsville on last Friday. They are to the effect that no minor or illegal person in any case is entitled to the benefit of the law, and that entries made by them are not good. This decision of the Commissioner of the Land Department, we presume, is intended to be general, and will extend to the offices throughout the West. In some of the districts, we have been informed that all persons indiscriminately have been allowed to make entries under the act. In the Kaskaskia land office, boys from twelve to fourted years of age have bought their full complement of acres, "for immediate settlement and cultivation." The Commissioner's instructions will, of course, invalidate all such purchases.

Our Ocean Correspondence.

ON BOARD STRAMER GRORGE LAW,
Thursday, Oct. 12, 1854.

Letter from a Lady Passenger on the Steamship
George Law—Serious Accidents on Board—The
Ladies and the Babies—Nothing to Est—
Life on the Ocean Wave—Society on Board a California Steamer.

I sit down in the Purser's room to write a line

for the Henald—a thing sooner and easier said than done. The thing is almost impossible, consicering the "ills that wait on frail humanity" on board an ocean steamer, besides interruptions from the male sex, and eruptions from the females, and the steamer pitching and tossing occasionally by way of a change, uitching me, if not "into the middle of next week," into the middle of the saloon, or into some nice man's arms—not my husbands. Then there is the great evil, the crying evil, in fact, the babies! I used to think them "blessings' once; but I'we changed my mind lately; no doubt you think them so now; but dook; if you haven't ventured, don't ry it. Go to sea with a parcel of them just once, and you'll endows my remarks. The court, who makes a point of beginning their peculiar music in their own pe ullar style about four in the morning, and manage to keep it up requisity firroughout the day; and the best, or rather the worst of it, is, that when one begins, the rest, as if in duty bound, all follow, striving each to outdo the other. Why, sir, you haven't the least idea of it. Bedlam wouldn't be a circumstance. Such a muss and fun as there is in the cabin every merning, washing and getting up the little "um," and some of them are "got up" at considerable expense std waste of patience and of time. There is one in particular—my next door neighbor—who I am certain has some design upon my peace and quietnses; he'll never be guilty of leaving this world with the lung complaint. I have heard of squalls, but never did I encounter such squals as these; even did saliors complaint. I have heard of squalls, but never did I encounter such squals as complaint, and the such as a strength of the strength of t

ARREST OF A GANG OF PICKPOCKETS AT ALBANY.—Information was given the officers of the Second district police station, by the officers of the Second district police station, by the officers of the steambast fiend drick Hudson, that a gang of pickpockets had been secured on that boat isst night, while on her way up from New York Capt McDuffie, with officers Kiernan, Brasure, Reefe, Giesel and Maricw, proceeded to the boat, and took them to the police office, where an examination was had, eliciting the following facts:—The names of the party, as given, are Edward Williams, William Townsend, James O'l onnell, Patrick Morris, John Doyle and George Hill Shortly after the boat left, an English emigrant went to the bar, and after treating a friend paid for the liquor, and put his purse, containing one sive reign, two half sovereigns, one dollar American gold piece, and rever shillings in change, in his pocket. He was surrounded by a crowd of young men, who jostled him about and in a qarter of an hour afterwards, he missed his purse and money. Another man, named Azariah Morgan, residing in Illinois, while returning from the laddes' cabid, where he had left a child, was met by a party of young men, who ran against him and jostled him about in such a manner that he found it difficult to keep his foo'ing? He shortly after missed his wallet, containing a \$20 gold piece, three \$1 pieces, a \$4 French gold coin and \$9 in bills. He reported his loss to the chambermaid, with whom he had left is child, soon afterwards, and fitais chambermaid having occasion to pass the clerk's office, saw a young man pay for tikets with a gold piece. She asked the clerk what the gold piece was, and on being informe!, said that it belonged to the old man who had given it to him. He found him, with others, playing circle in the forward cabin. This being sgainst the rules of the boat, he reported to the Captain, who ordered their arrest. They were arrested and kept in outdoy until the police took them in charge. A German was also robbed in the same m ARREST OF A GANG OF PICKPOCKETS AT ALBANY.

TUNNEL UNDER THE OHIO RIVER.—The Louisville Journal has an article upon the prospects and teasibility of the construction of a tunnel under the Ohio river at Louisville, Kentucky, and Jeffersonville, Indiana. A charter for this work was granted by the Kentucky Legislature, March 6,1854, and the right of way given by the city of Louisville, and the work forever exempted from taxation for city purposes, on the 27th day of May, 1854. The Fort Wayne and Southern Railway Company have accepted the charter and the release of the right of way, and propose making up the stock, and, if possible, to put the work under contract this fall or early in the spring. The tunnel will be exclusively for railway purposes, with a double track, adapted to the use of all the roads of the different gauges. It will be twenty-eight feet wide in the clear, and seventeen feet high, perpendicularly, from the centre of each track. The arching will be sixty feet less than two miles in length. The descending grades into the tunnel, at either end, will be only-eighty feet per mile on a straight line. From the head of the grade on one side to the head of the grade on one side to the head of the grade on the opposite side of the river will be two miles and a half. The tunnel will be constructed in the river by excavating a channel or pit in the rock, and arching over with the material excavated—limestone rock of the best quality. The work has been surveyed, and the cost estimated at one million two hundred thousand dollars. It is proposed to raise this sum by a cash subscription, no part of which is made parable until the whole sum is subscribed. Whenever all the stock is taken, then it becomes payable in four equal semi-annual instalments.

instalments.

Taxing the Provessons.—The corporation of Notfolk having passed an ordinance imposing a specific tex upon each resident lawyer, physician and dentist, and an additional tax of one and a half per centum upon the income derived from the practice of their profession, they have held a meeting and resolved to resist its payment as unjust and unconstitutional. Counsel is to be employed to test its legality. No man's business or profession, the means whereby he makes his living, ought ever to be taxed. The property he acquires from the exercise of his profession is a fair subject of taxation.

Taxation to be just should also be equal.

Affairs in the Mediterranian opinion of the was—austrian treatment of an

OPINION OF THE WAR—AUSTRIAN TREATMENT OF AN AMERICAN CITIZEN.

[Correspondence of the Newark Baily Advertiser.]

LEGHORN, Oct. 6, 1854.

Sympathy with the war against Russia is a symptom of rebellion against law, in the judgment of the political doctors oblishy. It is not surprising, therefore, that they should have prescribed total abstinces and incressed caution. Its rulers are haunted by fears of revolt and overthrow, and keep a jealous vigilance over every movement and incident. Spies and informers frequent the hotels, cafes, and other public places; no one can enter or leave the country without official observation and consent. Every man's pursuits, intercourse and habits, are known to the police; if two or three meet for conversation in the refreshment room of a theatre, some one is there to note it; nor does the table-talk of the hotels eases observation. This system of esp onage is in fact the nearest earthly type we have of omniscience.

there to note it; nor does the table talk of the hotels escape observation. This system of esp onage is in fact the nearest earthly type we have of omniscience.

The recent arrest of an American citizen in this city is an illustrative incident. It shows to what indignities every visiter is constantly exposed. Mr. Quin had taken passage for the United States. During the evening before the day of his departure he was reading a newspaper article in a café with some marks of displeasure, which two young Austrian cadets remarked, and thus opened a conversation. Affecting agreement with him, he was betrayed into a rather free expression of American sentiments, after which they parted, without any apparent discord. Soon after, however, he was arrested, and thrown into the military prison of the Austrian garrison. The United States Consul, J. A. Binds, Esq., a citizen of South Carolina, though by birth an Italian, having heard of the case, forthwith waited upon the Tuscan authorities and demanded their interposition and the release of the prisoner, or at east a trial according to the civil laws of the country. But he was told that the city was under military law, and that he must call upon the Athatrian commander-in-chief. He protested that, as an American Consul in Tuscany, he had nothing to do with Austria, and he pressed his suit in vain, and left, but not, however, without a formal protest.

In the hope of effecting a speedy release of the prisoner, he repaired to the Austrian head quarters, where he was told, with an air of absurd solemnity, that the man had been guilty of so encommous orime—nothing leas than an attempt to sedace the young cadets and exette insubordination—not one word of which had the slightest foundation in truth—and that the penalty was death, and that he must be tried by the military tribural. After reasoning the case without success, he closed the interview with an assurance that he should forthwith communicate the case to the commander of the United States squadron, (Com. Stringham,) now for

Proposed Immediate Improvement of the Canals.

[From the Albany Atlas, Oct. 28.]

An important proposition was laid before the Canal Board to-day by Lieut. Governor Church.

Mr. C. offered a resolution reciting that as it appeared by the report of the State Engineer the cost of enlarging the canals would amount to more than \$13,000,000, instead of \$9,000,000, as the people had supposed when voting for the amendment of the constitution, and as the full cost would probably rise to eighteen or twenty millions, and as the latter sum would, under the system of contracts now in operation, be insufficient to complete the works, but would, when exhausted, leave them in an unfinished state, and the canals unimproved, and as it would take eight or ten years to spend the whole sum at the present rate of \$2,225,000 per annum, and in view of the increasing ruinous competition of railroads, that one million of the sum of nine millions appropriated, be applied to the immediate improvement of the Eric canal throughout its whole extent, so as to admit the navigation of the largest sized boats.

The resolution was by consent laid on the table:

boats.

The resolution was by consent laid on the table; but the decision of the Board on the proposition, which is a practical one, and which has been made after compulation with engineers, contractors and forwarders, will be looked for with lively interest.

The Railroad Convention at Buffalo.

[From the Troy Budget, Oct. 28.]

The representatives of the various railroads in this State have been holding a convention at the American, in Buffalo, for the past two or three days, at which a number of important measures were adopted. It is stated that prominent among those measures, so far as the public is concerned, was the adoption of a memorial to the Legislature, praying for the abolition of all laws to license runners for emigrant passengers to the West, and asking for a statule making it a penal offence to sell tickets for passage by the railroad lines at rates higher than those charged by the roads. This will measurably end the scandslous cheating and robbery of the poor Germans, Swedes, and Norwegians, who come so eagerly to our shores.

end the scandalous cheating and robbery of the poor Germans, Swedes, and Norwegians, who come so eagerly to our abores.

The charge for emigrant passengers fram New York to Chicago, is to be \$11; New York to Cincinnati, \$10; luggage, to the extent of fifty pounds, free; over fifty pounds, \$2 25 to Cincinnati, \$2 50 to Chicago. The New York Central and New York and Erie are to have ten per cent on the whole amount collected at New Yorg from emigrants, as compensation for the trouble and cost of taking care of them and starting them. There will be an increase of freight from New York to Chicago, amounting to seven per cent advance on the present rates. After the first of December there will be a slight advance of fare from New York to Buffalo, amounting on the Central, we believe, to fifty yer cent. The through trains will soon be changed, starting from Buffalo at 6 A. M., 5 P. M., 11 P. M., and leaving New York at 7 A. M. and 5 P. M., and getting to Buffalo respectively at 10:30 P. M. and 10:30 A. M.

The Yellow Fever in Alabama. EXCESSIVE MORTALITY.
[Extract from a Private Letter.]

Montgomery. Ala., Oct. 21, 1854.

Dear Brothers:—This is the most trying time in my life. I have eight boarders left who are physicians, and they are kept running night and day. There are about three hundred left here, and of those from ten to twelve die every day. In one week there will not be a white man left in this place if the weather continues without frost. The misery here is awful—no nurses to take care of the sick. There were six sent by the Association from New Orleans on Friday, and we are expecting six more from Mobile to right, which is a God send, for there is many a poor one now lying unattended, and cared for much less than a dog. "Every one for himself" is the motto here.

We go to bed about 8 o'clock for company, as it is pleasanter to be asleep than awake in such a melancholy time. If you meet a man on the street, (which is seldom.) he stares at you as if you were come to summon him to his last home; not a smile to greet you with, as formerly, but all is shronded in gloom and grief.

Eleven died last night, and the doctors say if we have frost to night, as it is getting quite cool, there will be twenty-five by to-morrow morning, as everybody sick with fever dies during a frost, but there is no danger to be apprehereded after, from new cases. MONTGOMERY, Ala., Oct. 21, 1854.

there is 10 danger to be appreherded after, from new cases.

Depression of the Ship Building interest—About the time of the breaking out of the Eastern war, the opinion was confidently advanced that the carrying trade of the country would receive an immense impetus from that event, as the mercantile marine of England and France would be in a large measure withdrawn from the seas, or occupied in the conveyance of troops, stores, &c. Thus far, the actual result has been widely different. The national interchange of products has greatly diminished, so that ships remain idle at their wharves for lack of occupation; and ship building has been discontinued at many of the principal points, except to finish old contracts. The depreciation in the value of ships generally, since the beginning of the year, may be set down at fully twenty-five per cent. In this vicinity, particularly, where there have been launched annually some 60,000 tons, the past sew months have been a season of depression in the value of the largest builders, four of the number have been broken up, and in two or more instances the property sold by the Sheriff. On this side of the river greater caution has been exercised, and less difficulty experienced, though no money has been made. The prevailing high prices of materials and labor have chiefly contributed to this result, or rather, the attempt to build vessels for less than they were worth. Timber, for which 28 cents was paid formerly, now commands from 36 to 40 cents; iron advanced from \$40 to \$55 per ton; copper from 25 cents to 30 cents; labor from \$2 cents not per from 25 cents and connected with them.—Journal of Commerce.

Police Intelligence.

builders, and to-day we notice the failure of two banks in Maine connected with them.—Journal of Commerce.

Police Intelligence.

Charge of Highaug Robbery.—Yesterday a man named Daniel Duck was arrested and brought before Justice Clark at the Jefferson Market Police court, on charge of being concerned with Jesse Allen (already arrested) in the commission of a robbery upon the person of John Gableman, of Elm street, taking from him by forcible means all the valuables he had about his person at the time. He was detained for examination by the magistrate.

Extensive Larceny.—A man named John Kennel was arrested by one of the First ward police, named Klidu, and officer Baker, of the reserved corps, charged with stealing \$3,000 in money, in bank notes and gold, from a German inmigrant named M. J. Affolter. He was detained at the station house for examination. The defendant says he is an immigrant runner.

Charge of Grand Larceney.—A cartman named James Cornell, was arrested yesterday, charged with having been the owner of cart 103, which vehicle, it is alleged by Geo. Ten Eyck, of 78 Pearl street, flour merchant, was backed up on pier No. 13, N. R., and took away seven barrels of flour, valued at \$63, the property of Mr. H. Newman & Co. Mr. Ten Eyck, in his affidavit, strongly suspects that the accused was the man that droved the cart away containing the stolen property; but the proof being rather slim against Cornell, he was admitted to bail in the sum of \$500, by Justice Osborne.

MARITIME INTELLIGENCE.

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| NAMES. | LFAYES | FOR | DATE. |
| Clyde | | New York. | Oot. 10 |
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| | | | |
| | Havre | | |
| Indiana | New York | Havre | Oct. 31 |
| Empire Ci | tyNew York | Hay and N | O Nov. 1 |
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| George La | wNew York | Aspinwall. | Nov. 6 |
| | usNew York | | |
| Black W. | Boston New York. | Hay and N | O Nov 9 |
| Pacific | New York | Liverpool | Nov. 11 |
| Star of th | e West New York | San Juan | Nov. 13 |
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| | I was also now a small last own at | | |

HI RALD should be scaled.

Port of New York, October 28, 1854.

CLEARED.
Steamship Knoxville, Ludlow, Savannah, S. I. Mitchill.
Steamship Marion, Foster, Charleston, Spofford, Tileston & Co.
Steamship Jamestown, Cavendy, Richmond, &c. Ludlam & Pleasants.
Ship Hendrick Hudson, Smith, London, Griswold, Morgan & Wiley.
Ship David Hoadly, Magna, Antwerp, Post & Ryerson.
Ship Shackamaxon, Thompson, New Orleans, D Pilking-Ship Bell Rock, Pendleton, New Orleans, Nesmith & Sons, Ship Hediator, Bell, New Orleans, W T Frost.
Bark Wamminott, King, Rotterdam, E Gillebrand.
Bark A Brever, Immer, Mobile, Esgle & Haard.
Bark A Brever, Deer Jayleston, J W Elwell & Co.
Bark I Bassa (Brem), Brinkamer, City Point, Cosar &

Pauli.
Brig Pietro (Sard), Casinovo, Montevideo, I B Gager & Co.
Brig Cannda (Br), Macdougall, Cape de Verds, J S Whitney & Co.
Brig Delms, Foster, Jacksonville, C & E J Peters.
Brig Grace Worthington, Kelly, Jacksonville, Thompson &

To State of the

owned by Messrs Wilmot Wood, J H Coffin, and others, and to be commanded by Capt Edwin Robinson, of Thomaston. At Rockhand Ilst inst, by Messrs L D Carver & Co. a fine bark of 556 tons, called the Sampson, owned by Robinson & Harden, H P Wood & Sons, and others, to be commanded by Capt A P Daly.

At Owle Head 21st inst, by Capt E Brown, a fine fore and aft clipper schooner, of 223 tons, intended for the Boston and Richmond trade. aft clipper schooner, of 225 tons, intended for the Boston and Richmond trade.

At Belfart 21st inst, by Mr John Hall, a fine ship of 200 tons called the Wild Cat, intended for the Liverpool trade, and to be commanded by Capt W O Aiden. 24th, by Messre C P Carter & Co, a superior freighting ship of 1000 tons call-ed the Mary McNear, owned by Messre P R Haseltine, of Belfast, M Chapin, of Boston, and Capt B McNear, who will command her.

At Scarsport 23d inst, by Messrs Nichols & Merrithew, a ship of 110 tons, called the Martin Luther, owned by the builders and others, and to be commanded by Capt Amos Nichols, of Scarsport. She is said to be one of the best vened fover built at S.

At Rockport, Me, recently, by Messrs Cariton, Norwood and Carlton, a ship of about 800 tons called the Borodino, to be commanded by Capt Chandler C Smart; and by Mr David Talbot, a schooner of about 190 tons called the Sheet Appelo.

Tailot, a schooner of about 190 tons called the Shoet Anchor.

Bark Jenny Ford, of 400 tons, is about to be launched by A W Foster, in East Machias. She was built by Messre Charles Foster, S W Pope & Co. and P Tailot & Son, for the Puges Sound Company, Oregon. Will proceed to Boston, load for Australia, and sail thence to California, under command of Capt Sargent, late of schr L P Foster.

Mesers Currier & Townsend, Newburyport, were to launch on Friday a medium clipper ship of about 700 tons called the Eloisa, built for a house in Valparaiso.

At Newburyport Zist inst, by Mr G W Jackman, Jr, a finely modelled clipper ship of 1100 tons, called the Charmer, built principally of oak, under the superintendence of Capt Lucas, formerly of the Hussay. She is owned by Mesers Bush & Wildes, and will load for San Francisco in Mesers Glidden & William's Boston line.

s total wreck: bull sold 29th for \$600.

Bigthees to Martners.

MINOT's LESSES AN BOSTWATT LIGHTS.

Minot's Lesses A new light vessel of about 200 tons burten, painted cream color custades with the words "Minot's Ledge" painted in large black letters and an earl Minot's ledge, on or about the 26th of October instant, to take the place of the light used now stationed there. The vessel is about 100 feet longs, as feet beam, rail 9 feet, 6 inches above water, two masts, mast head painted white, with a hoop iron day mark at the mast head painted red. The mast heads are 61 feet above the mast head painted red. The mast heads are 61 feet above the mast head painted red. The mast heads are 61 feet above the mast lead with two lanterns, each having eight lamps and reflectors, and will show two lights 41 feet 6 inches above the lovel of the searon each mast.

Scituate Lighthouse—At the time of exhibiting two lights on board of the Minot's Ledge light vessel, the present red light a Scituate Lighthouse Castella A. A. HULCOMB.

Lieut. U. S. N., Inspector 2d L. H. District.

Office Lighthouse Inspector, Boston, Oct. 16, 1854.

Providence; had taken one small sporm whale since leaving Providence.

Spoken.

Ship Golden West, Curwin, from Philadelphia (May 10) for San Francisco, July 28, lat 58 S, lon 65 W.

Forcign Forts.

Aux Cayes—In port 0.ct 4 schr Startight, Dennis, from Boston, dig. Sld 4th schr Honduras, Qainn, Boston.

Burnos Ayrse—In port Aug 31 barks Margaretts. Gallacar, for Boston few days; Prescott, Spear, for do, unc; Mary Broughton, Bowers, for do 4 days: Mary Elimbeth, Hichborn, for Niork, 7; Alabama, Stockbridge, for do, ready; Kanawha, Marahall, and John Murray, Wagatt, for Boston, Idg; John Wesley, Curtis, and Maine Law, Deming, for Rio Janeiro, scon; Snapdragon, Howland, for Chincha Islanda, do; Undine, Goodell, unc; brig Bloomer, Fuller, for Niork, stays. Sld June 28 hrig Honry Matthews, Deverseux, Moatevideo, to load for Nyork.

Arr Aug 31 schr E T Blodgett, Howes, Providence, via cusys. Sid June 28 brig Henry Matthews, Devereaux, Mostevideo, to load for NYork.

Arr Aug 31 schr E T Blodgett, Howes, Providence, via Montevideo, where she arr 29th, for Ascension, Paraguay; Sept 1 two barks, names unknown, supposed the California, Higgins, from Boston June 24, and the Oregon, Soule, from NYork June 6; wind blowing a gale from SS.

CALLAO—Arr Sept 23 ships United States, Higgins, San Francisco July 19; 26th Harriet, Osis, Chincha Islands. Sid 19th ship Wm Wirk, Cook, United States,

GERALTAR—No American vossel in port 5th inst; wind west 3d, 4th and 5th. Bark Fornandina, Wright, from Laguan, arr 3d, received orders for Tricete and proceeded the.

GLASSOW—In port Sept 13 Ev bark Stentor, of Fictou, for lotton with coel.

LONDOR—In port Oct 13 bark Fabilds. ONION with coal.

LONDOR—In port Oct 15 bark Matilda, Sprague, from St.
ohn NB, wtg an opportunity to discharge, after which will
receed to Gettenburg and lond for Boston.

MARKILLES—In port Oct 10 bark Egiantine, Gleason, for
York same day; brig Marshal Noy, Lillia, for do 12th. No
essel on the berth. essel on the berth.

Malta-No American vessel in port 2d inst.

Malta-No American vessel in port 2d inst.

Malta-Arr Oct 41-rig Olive, Michener, Cadis to load or Botton; was in the outer roads, and had not yet been dvised what quarantine would be required. Sid Sept 29 chrs Verta Ellen, Ellis, Beston; 30th Fredk Howell, Carr, nederstood for do, but perhaps for New York; has lead and mone, and lut 2,000 boxes raisins.

Miramene—Arr Oct 18 brig Swift, Bryan, NYork.

NEWCASTLE—Arr Oct 10 ship Antoinette, Smith, London to load for NYork.

PANAMA—Arr Oct 11 ship Plymouth Rock, Patterson, hence June 10.

i mons, and hut 2,000 loxes raissins.

Mina Anichit—Arr Oct 18 brit Swift, Bryan, NYork.

New Castle—Arr Oct 19 ship Antoinette, Smith, London to lad for N York.

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